



AMERICAN MARINE NEWS

Vol. 14 No. 2

MC(P) No. 17/6/85



EDITOR'S NOTE

The **American Marine News** is your magazine. We publish the **News** for people who own and people who may be interested in Grand Banks. We do our best each issue to make the **News** interesting for the reader. We need your help to do so. A good number of owners have submitted material, and whether it be pictures for the Beachcombing section, an article describing a recent cruise, or technical questions that appear in the Communique column, we thank those people for their support. When you take your next cruise, bring your camera and take a few notes along the way. Your story may make interesting reading for people like you — people with an interest in Grand Banks.

Published three times annually by:
AMERICAN MARINE (S) PTE. LTD.

26 Jalan Terusan, Singapore 2261 Tel: 2650511. Telex: AMSING RS 21294

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Cover: The first Grand Banks 36 Sedan built by Riviera Marine Pty Ltd undergoing sea trials in her home waters in Queensland, Australia.

PROFILE

Vincent Sim —

Quality Assurance Supervisor



Vincent Sim is our Quality Assurance Supervisor. He joined American Marine as an Engineering Assistant in 1981 and two years later, was promoted to his present post.

The 16 years prior to this, Vincent worked in two local automotive assembly plants in Singapore. He was a member of their Process Engineering team specialising in the pilot building of new models from completely knocked down parts. The job also involved the meticulous study of blueprints and disseminating all aspects of the new car assembly operations to line operators.

In many ways, Vincent's past experience and acumen have benefitted the quality assurance functions relative to Grand Banks. As an example, he was able to selectively decide the critical areas of the boat building process that require more hands-on checking and less for incoming supplier items that have proven reliable over the years.

Each Grand Banks will have undergone, by the time it leaves the yard, an in-process check covering items contained in a 50 page quality control checklist and a sea trial where engines and equipment are tested and speeds and fuel consumption recorded. This is followed by a final inspection by senior management to ensure that the boat is truly a Grand Banks.

During his leisure hours, Vincent enjoys a day by the beach with his family. Reflecting on his present job, he frequently compares a car to a boat. One aspect common to both though, is that they have to be built right to withstand the rigorous environment in which each operates.

New Development — GRAND BANKS 36 SEDAN



For many years, the Grand Banks 36 displacement cruiser has enjoyed near legendary status throughout the world. Designed originally by Kenneth L. Smith, an American naval architect for American Marine, and built in their Hong Kong (and later Singapore) yard, the Grand Banks 36 was largely responsible for the creation of an entirely new class of cabin cruiser and indeed a new cruising lifestyle.

New technology in recent years has caught up with boat building. The new breed of owners are discerning in their selection of a boat. Aside from quality, good workmanship and reliability, they also desire a boat that requires less maintenance.

It is against this backdrop that the involvement with Riviera Marine Pty Ltd in Australia was mooted. Australia had been a lucrative market for Grand Banks until a few years back when we were literally "locked out" due to high

freight rates and import duty. We found in Riviera Marine's Mr. Bill Barry-Cotter an excellent boat builder acknowledged in the recreational boating field as one of the leading GRP technologists. He has pioneered many original techniques that have been adopted by many yards around the world. Riviera's line of boats have planing hulls and range from 30-56 feet.

The traditionalists soon joined hands with the technologists and an agreement was reached to have Riviera build a GB36 under licence for the Australian market. The Sedan was chosen because Australians have demonstrated an historic preference for stern cockpits that can be used for fishing, evening cocktails and general out-in-the sun activities. A completely new deckhouse mold would be built in Australia, married to an existing GB36 hull and incorporating the concepts of less maintenance, a more spacious saloon and narrower walk-around

side decks. Nine months of painstaking work later, the first GB36 was completed in the Fall of 1984 and subsequent reaction to the boat has been overwhelming. In fact, the Australian Boating Industry Association has just recently voted the GB36 Sedan the Boat of the Year!

American Marine in Singapore is now in the process of building this boat and the first unit was completed in August. This will complement the existing GB36 Classic model and will be offered to our dealers world wide.

The new Sedan is 11.07 metres L.O.A. (36'-4") with a maximum beam of 3.71 metres (12'-2"). The draft is 1.19 metres (3'-11") and has a displacement of 10,569 kg (23,300 lbs). There are two separate cabin areas, with a V-berth configuration forward that can be shut off from the forward companionway. Besides the V-berths, there are storage cupboards under and a handy storage shelf around at shoulder height.

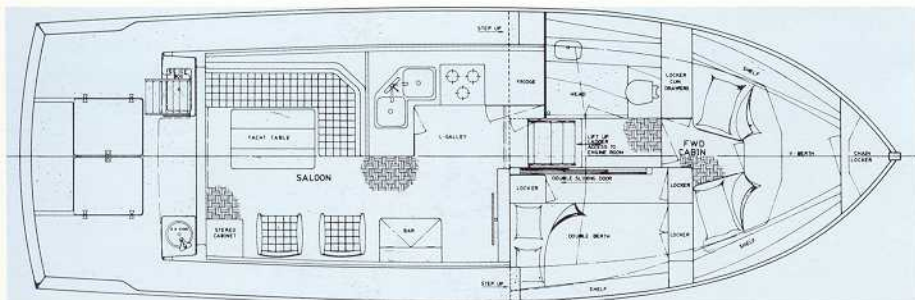
The other stateroom is aft and to starboard while the spacious head and shower compartment is to port opposite the master stateroom.

The main saloon is spacious due to narrower side decks and has the galley on the port side, lower helmstation to starboard and the L-settee and teak yacht table behind the galley to port.

A sliding door at saloon aft open wide into the aft cockpit area. There is a top loading ice chest just behind the ladder to the flybridge and a "wet" sink (with telephone shower) to starboard.

The near complete absence of teak from the exterior, with the exception of the bulwark rail cap and transom, makes maintenance a cinch.

The Sedans to be built by American Marine will come with a pair of Lehman Ford 135HP engines.



BEACHCOMBING

GB32-263 **Tandem C**

Darmariscove Island, Maine
U.S.A.

Dr. Alan and Judith Miller leave Darmariscove Island Harbor aboard *TANDEM C* last summer. The Millers purchased their GB32 from Higgs Marine in 1971 and have cruised over 25,000 miles since. Shown on the starboard rail is their Cairn Terrier, Casey. The Millers live in Albany, New York where Dr. Miller is on the staff of the Albany Medical College.



GB32-367 **Neo Phyte**

Corvallis, Oregon
U.S.A.



Phil and Maxine Montgomery enjoy *NEO PHYTE* rain or shine thanks to the hard top Phil built over the cockpit of their Grand Banks 32. Made of marine plywood and fiberglassed over, the top helps combat the rainy Oregon climate.

GB36-530 **Calypso**

Easton, Maryland
U.S.A.

Formerly owned by Swede and Mary Hoff, *CALYPSO* was recently purchased by Mr. Albert Ricks of Arnold, Maryland. The Hoff's now own GB42-814 *TRAVELER* and operate Grand Banks Charters, a charter company, out of Easton, Maryland on the Eastern Shore of Chesapeake Bay.



GB49-45 **Wenka**

New Rochelle, New York
U.S.A.



WENKA, powered by a pair of turbocharged Caterpillar (275 HP) engines is owned by Rick and Lori Robinson. Previously owners of a GB42, the Robinsons cruised the waters of Southern New England in 1984 after taking delivery of their 49 from Norwalk Cove Marina. The name *WENKA* is derived from Wendy and Karen, the Robinsons' daughters. *WENKA* is shown here anchored in Long Island, New York harbor with sailboats owned by Mr. Robinson's father and brother alongside.

GB36-654
SLO '9'

Houston, Texas
U.S.A.

Mr. Baird Mason of Houston, Texas has taken delivery of his 36' Grand Banks SLO '9' (ex LITTLE GULLS) in Fort Lauderdale. After making some equipment changes, SLO '9' will be berthed at Marina Bay in Fort Lauderdale. Mr. Baird plans to cruise Florida and the Bahamas beginning in February 1985. SLO '9' was purchased through Hal Jones & Co. (broker Larry Delamater)



GB42-575
Rainbow

Houston, Texas
U.S.A.



Jerry and Bessie O'Brien of Houston, Texas are all smiles following the purchase of 42-575 thru Paul McFadden, broker for Marlow Marine Sales. After two weeks of outfitting at Marlow Marine in Sarasota, Florida, the O'Brien's and guests cruised around the Gulf of Mexico to RAINBOW'S new home at South Shore Harbor Marina in Kemha, Texas, where Captain Jerry will have RAINBOW available for occasional charter.

A49-54
Alaskan Star

Glasgow, Scotland
U.K.

ALASKAN STAR is owned by MR. G Horspool of Glasgow. Built in 1974 at the former American Marine yard in Hong Kong, she is extensively equipped including a pair of Vosper stabilizers, an electric davit and a new 12KW Onan generator. All these have made for stable and comfortable cruising and Mr. Horspool and family have enjoyed eight cruising seasons with her.



GB36-686
Miscast

Osprey, Florida
U.S.A.



With a big wave to salesman Paul McFadden, Mr. John Wagner & guests depart Sarasota's Marlow Marine to begin cruising aboard Mr. Wagners new GB36. MISCAS was lavishly equipped by Marlow Marine's yard with many custom features, including a hidden refrigerator in the aft stateroom for those late night snacks.

DEALER NEWS

Harleyford Marine Sales Ltd. United Kingdom

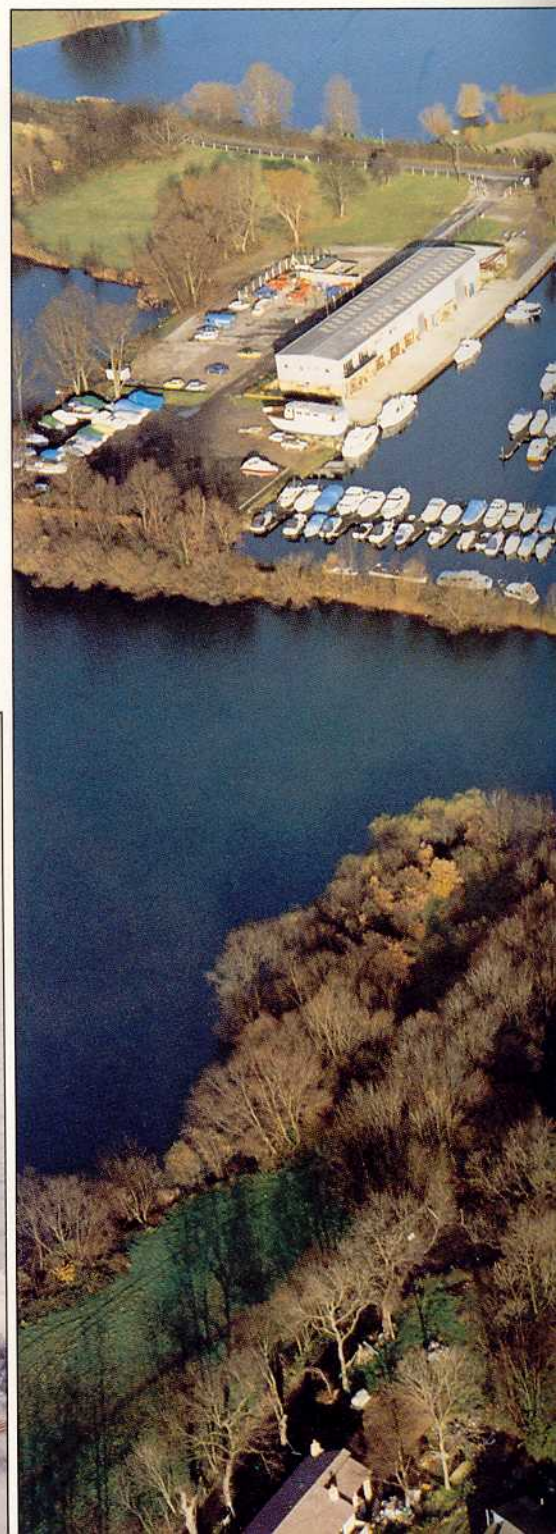
Harleyford takes the Company name from one of England's most beautiful riverside estates, very near to Henley-on-Thames and only thirty minutes from London Airport.

The typically English parkland setting on the river proved ideal for moorings and it was the development of these moorings into a marina, the emergence of fiberglass boats, and the link between Brian Folley, Managing Director of Harleyford, and David King, Managing Director of Marine Projects of Plymouth which set Harleyford on a new course, the boat business.

In this way, Harleyford became the first distributors of the Princess marque, now the best known of U.K. makes throughout Europe. Expanding rapidly, the company also owns Shepperton Marina, almost immediately adjacent to the Tidal Thames in London, now known as The Thames Valley Boat Centre because of the comprehensive facilities, services and products planned and available onsite. Harleyford's up-market image and status called for expansion into larger and more expensive craft and to extend away from the river to the traditional waters of English yachting, Lymington on the Hampshire coast.

Brian Folley is recognised as one of the most informed men in the United Kingdom boating business. He has been an admirer of the Grand Banks as long as he can remember. "Grand Banks is my kind of boat — a real boat", he says. It was Brian Folley who decided to reach out to the Mediterranean and to offer a complete tax free boat sales package deal, including after sales service and berthing in the South of France and

(From left to right) GB46-002 at sea off the Isle of Wight; Harleyford Marine's Thames Valley Boat Centre at Shepperton Marina; part of Harleyford Marine's headquarters site, Marlow, Bucks.

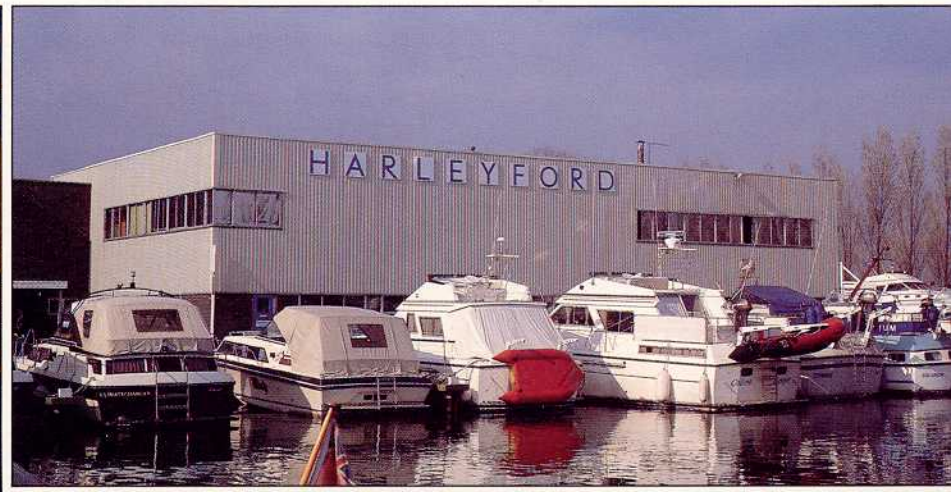


the Balearic Islands of Spain.

However, the opportunity to accept a Grand Banks dealership did not arrive until early 1984, when Harleyford acquired Boat Showrooms of London and it was only months later, against the rising tide of problems created by the falling pound, that Brian Folley backed his faith in Grand Banks and decided to show the new GB46 at the 1985

London International Boat Show. Further plans are in hand to embrace more closely the growing family of Grand Banks owners in the market area served by Harleyford.

Harleyford Marine Sales
Harleyford, Marlow
Bucks. SL72DX
United Kingdom.
TEL: (062)-847-1361



GRUNERT® Refrigeration

In the concluding part of a two-part series on new equipment from Marine Air Systems, we feature below two of their new hi-tech Grunert Refrigeration product lines. In both the Navigator and Gulfstream models, eutectic holdover plates are used. These allow the system to be run when power is available whilst maintaining low temperatures during long off cycles of the condensing unit. Eutectic holdover plates furnished with Grunert Refrigeration systems are filled with brine. The two most common eutectic temperatures furnished are: 26° F (-3° C) plates used in 40° F (4.44° C) refrigerators and 0° F (-17.7° C) plates used for freezer applications.

For the boat without a generator, the **Navigator Model Versimatic IV** provides the best of both worlds — it runs from an engine-mounted alternator, or from shore power.

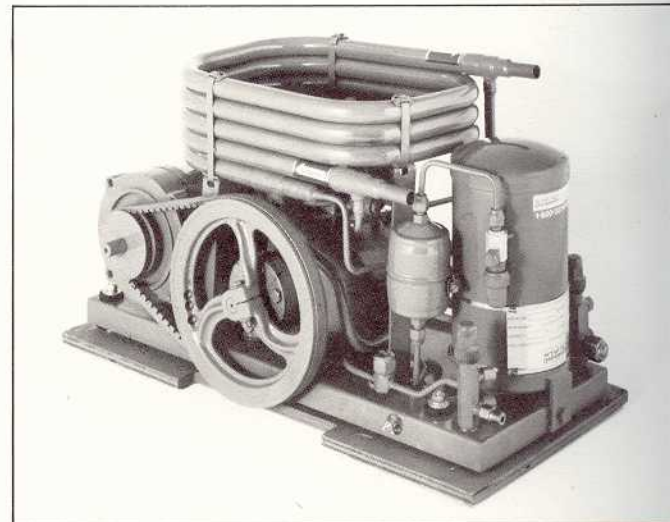
This full one-horsepower water cooled unit is Grunert Refrigeration's answer for the yachtsman who desires high capacity refrigeration dockside or at sea, plus the optional feature of electric power to drive power tools, vacuum cleaners, hair dryers, etc. without a generator (115vDC, not 60hz). At dockside or from a generator, the system operates from rectified AC power. When the engine is operating, an easily installed light-weight alternator produces 90 to 120 volts to power either the permanent magnet motor driving the compressor, or to run other brush-type motors or resistance loads.

The **Navigator** uses a specially developed, long-life 12v pump, eliminating the high voltage pump and the noise associated with it. The pump is a centrifugal magnetic impeller pump with replaceable 5,000-hour brushes. Tested extensively pumping saturated brine, the pump showed no signs of wear after 1,000 hours. The impeller was purposely stalled frequently for hours at a time, without motor damage.

Specifications:	Component	Dimensions	Weight
	Condensing Unit	25"×16"×14"	140 lbs
	Alternator	8"×5.5"×8"	10 lbs
	Electrical Box	13"×9.5"×5"	14 lbs
	Sea Water Pump	13"×8"×4"	4 lbs



Versimatic IV Control Panel

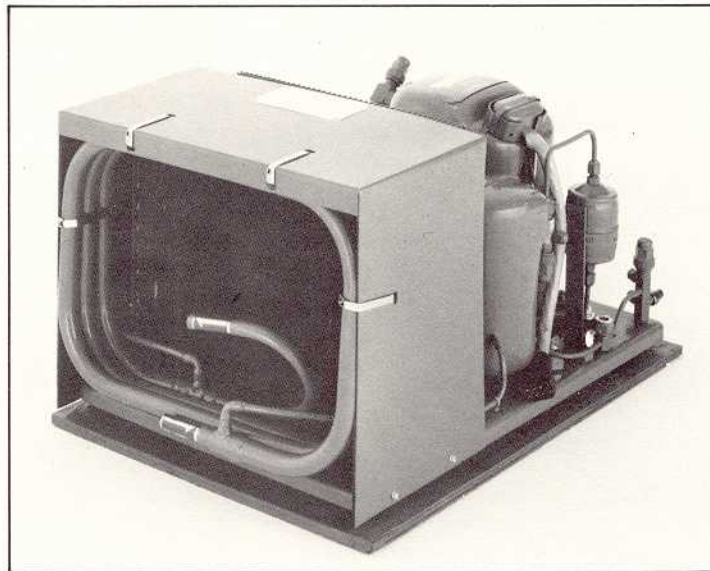


Versimatic IV Condensing Unit

The **Gulfstream** Model 75CDW is designed for the yacht with a generator aboard. It is Marine Air's most popular 115, 220v unit, providing both the efficiency of water cooling with the flexibility of air cooling. During normal operation, the sea water pump cools the compressor, allowing maximum output. In cold climates, when the vessel is hauled, or in areas where water cooling is impractical because of debris or jellyfish, the air-cooled mode assures continuation of refrigeration without water flow.

The **Gulfstream** features a hermetic compressor, along with a unique compression-release which equalizes head and suction pressures when cycled off to minimize subsequent starting surges, and a high-pressure control to protect the unit — all assuring you that your Grunert system is the quietest, most efficient and most reliable hold-over refrigeration available.

The sea water pump is a remotely mounted, magnetic drive water cooled model, with an optional switch which can be provided to stop pump operation during the air-cooled mode.



75 CDW Condensing Unit

Specifications:

Horsepower
3/4

Voltage
110

Full Load Amps
15.6

Dimensions
27"×19"×15"

Weight
145 lbs

Grunert State-Of-The-Art Engineering Incorporates These Standard Features:

- ** The reinforced base plate is attached to the mounting platform with rubber isolation grommets to facilitate installation and assure quiet operation.
- ** Base-mounted service ports eliminate the use of secondary coupling valves, providing a new time-saving method of pumping out and leak-checking the system without contaminating the sealed, pre-charged refrigerant unit.
- ** Remote electric boxes, featuring 12v control circuits regardless of unit voltage, are pre-wired for single or dual cabinet installation. No more guess-work in the field, no more high voltage being run to thermostats or controls in boxes, guaranteeing a safe and trouble-free electrical hook-up.
- ** Condensing units are evaluated, charged with oil and refrigerant, and then test-run at the factory as a system (complete with holding plates) to demanding criteria, then leak-checked, pre-charged and sealed.
- ** Grunert hold-over plates are all dual circuited, providing totally independent hold-over refrigeration to two independent condensing units. Using a single condensing unit, they provide up to 40% quicker re-freeze times.
- ** The true eutectic solution in the plates, made up of a specially formulated mixture of calcium chloride, water and inhibitors, provides up to 35% more efficiency than glycol, anti-freeze solutions.

Our special thanks go to Ms Lynn Stork of Marine Air Systems in Pompano Beach, Florida, for supplying the information for this article.

World of Grand Banks

CRUISE TO THE WEST COAST OF VANCOUVER ISLAND

By Norbert Holm

The coast of British Columbia provides some of the finest and most scenic cruising waters in the world, with thousands of miles of spectacular fiords and inland tidal passages joining the wide open Pacific. Vancouver Island, the largest Pacific island of the Americas, about 280 miles long and covering 12,408 square miles, forms an important part of this yachting paradise. The outer coast's untouched white sandy beaches rival the South Sea Islands as many sailors who have explored both will testify. This is truly 'Grand Banks territory' as the fuelling facilities are too far apart for most conventional power boats and often, unexpectedly changing sea conditions demand a truly seaworthy craft.

There are probably around thirty Grand Banks and a few Alaskan's of all sizes in the area. Most of the crew have gotten to know each other over the years and newcomers to the British Columbia GB fleet soon meet the oldtimers in the sharing of experiences and happy hours.

An informal GB Cruise Club has existed for several years now, originated by Mr. Logan Mayhew who pioneered the first Grand Banks imports and sales in the early seventies. Eight out of a fleet of about twenty Grand Banks in the Cruise Club joined the writer and skipper of GB-42-401, *Norista*, on a Vancouver Island West Coast exploration last year. The fact that *Norista* had explored and survived the West Coast during eight previous summers (firstly a GB-32), with three complete circumnavigations, had apparently instilled enough confidence to "tackle the mighty Pacific".

A fleet of two GB-32s, two GB-36s and four GB-42s assembled at the government wharf in Sooke which lies off the eastern end of Juan de Fuca Strait, the gateway to the Pacific. For many of the crews this was a first time visit and the abundance of easy to trap Dungeness crab kept everybody busy into the dark of the night. Over the much extended happy hour, the skippers compared their charts against the plotted course recommendations distributed aboard *Norista* in the form of photostats.

Water tanks were topped and equipment was checked for the anticipated next day's nine hour voyage. Several skippers had at the last minute completed new radar installations and were learning to operate. All but one vessel were so equipped and two, including *Norista*, were equipped with Loran C.

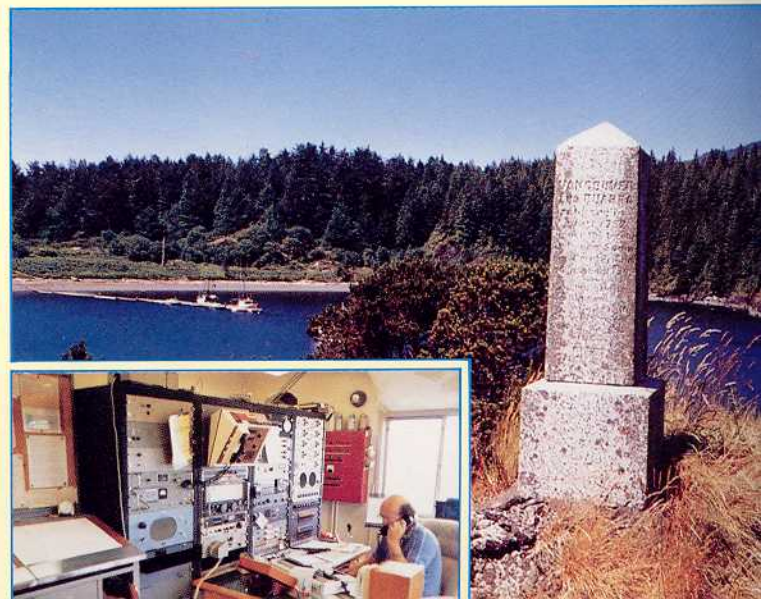
The two GB-32 skippers had kindly offered to proceed about 90 minutes ahead of the scheduled 0800 hours departure on Tuesday, July 3rd. Within half an hour off the dock and heading 270°M due West in Juan de Fuca Strait, white fog swallowed the fleet, now navigating strictly by compass and available electronic aids. All vessels exchanged position reports in regular intervals on channel 09 VHF, and the GB-32s were about twelve miles ahead, also enshrouded in fog.

At 1430 hours — after six hours of nearly unchanged course in the fog, *Norista* caught up with the GB-32s which were travelling close together and sharing one radar for guidance. Now slowed down to about eight knots, the speed of the GB-32s, the fog finally lifted at 1507 hours at *Norista's* position and the whole GB Fleet became visible and accounted for. An impressive sight against the backdrop of Cape Beale Lighthouse illuminated by a beam of sunlight!

The excitement was so great to see beautiful Barkley Sound with the day's destination of Effingham Island bathed in sunshine that a few skippers forgot all about the planned and documented approach and steered straight for "target". With calm seas, the hidden reefs were not showing by the usually breaking seas.

Norista dropped anchor at 1628 hours in beautiful Effingham Island Bay, so named by Captain Meares more than two hundred years ago. Soon the whole fleet was at anchor. The possibility of light swells entering this not completely protected anchorage made us anchor individually rather than rafting in groups. A well deserved happy hour was duly celebrated!

The next morning presented us with more drifting fog and a light typical West Coast drizzle, also referred to as "Scotch Mist". An unscheduled early morning run to the Bamfield Hospital became necessary for *Norista* as one of her young crew members had developed a painful tonsillitis. Not having announced such an early departure to the other mostly still sleeping GB crew members, the thought occurred that *Norista* had chosen to continue on her own and leave the fleet behind!



Now having arrived at the very center of the infamous 'Pacific Graveyard', the writer distributed copies of a chart showing the numerous known shipwrecks in the area, such having been withheld intentionally until this appropriate time!

Beautiful sunshine arrived on July 5th which remained with us for the entire remaining cruise. After exploring together some of the sights of Barkley Sound, such as the Pinkerton Islands, Pipestem Inlet and Turtle Island, we made a brief provisioning and fuel stop — for those in need — at Ucluelet on July 7th. On the same day we continued north along famous Long Beach and by picturesque Tofino. Carefully navigating around sand banks and crab traps, we completed the day's trip by anchoring in the almost completely land-locked Quait Bay, north of Meares Island.

After following stops at Ahousat and roaming the white sandy beaches of an uninhabited island nearby, we reached the famous Hot Springs on July 9th, finding the rather decimated old government docks rather crowded by sailing yachts. After some negotiations we were able to raft the fleet alongside and all crews immediately got ready for the half hour board walk through dense virgin forest to the exuberant Hot Springs. A true highlight of our West

Coast cruise, the springs were enjoyed by all during our moorage at this delightful completely protected ocean haven.

With five of the vessels' crews running out of time and regretfully having to turn back, the evening of July 9th saw all 32 GB crew members get together on the small beach at the head of the dock for a farewell gathering. Champagne was sipped out of disposable plastic glasses and about forty pounds of barbecued salmon, provided by the *Kalani* crew, were eaten more or less straight off the fire pit. A slight misjudgement of the level of the incoming tide necessitated a virtually last minute move of the makeshift fire pit and salmon to higher grounds.

After the crack of dawn departure of the south-and home-bound five GBs, only three GB-42s remained to complete the circumnavigation of Vancouver Island, setting out on a northerly course again only after another delightful dip into the Hot Springs by most of the crew members.



Top: Tied up at the remains of an old government dock at Hot Springs Cove. The invisible floating store, though not quite legitimate, is a relatively new addition. Bottom from extreme left: — Canadian Coast Guard Station code named BULL HARBOR, located at the northern tip of Vancouver Island, faithfully monitoring the movements of the GB Fleet while it was travelling in Queen Charlotte Sound. We relied on their weather reports; NORISTA riding at anchor in historic Friendly Cove below the Captain Vancouver monument; Taken aboard NORISTA in Sooke Harbor the day before departure. From (left to right) — Logan Mayhew, Skipper Norbert Holm, Margaret Mayhew and Christa Holm. Mr. Mayhew was the original "Founder" of the GB Fleet in British Columbia.

Beautiful Hesquiat Harbor, a somewhat misleading name, with miles of untouched sandy beaches, a herd of wild cattle left from a turn of the century shipwreck and other wildlife, was our next anchorage. We then rounded Estevan Point which lighthouse acquired fame during the last war as the only place on the North American continent ever hit by an enemy shell, later found to have been fired by a Japanese submarine for target practice.

Friendly Cove on Nootka Island, first visited by Captain Cooke in 1778 and later made famous by the historic meeting of the British and the Spaniards was explored with the kind permission of the acting Indian tribal chief. A small lake, virtually just a stones throw away from the open ocean, provided an enjoyable sweet water bath for most of the crew members.

Cruising the inside passage around Nootka Island, we passed Tahsis, one of the West Coast's major log export deep sea vessel ports, and continued to the well protected government dock of Zeballos. Formerly a goldmining town, the remaining facade and the hotel bar's swinging doors could be straight out of a western movie, but with only about 50 permanent residents, not much of the old action has remained.

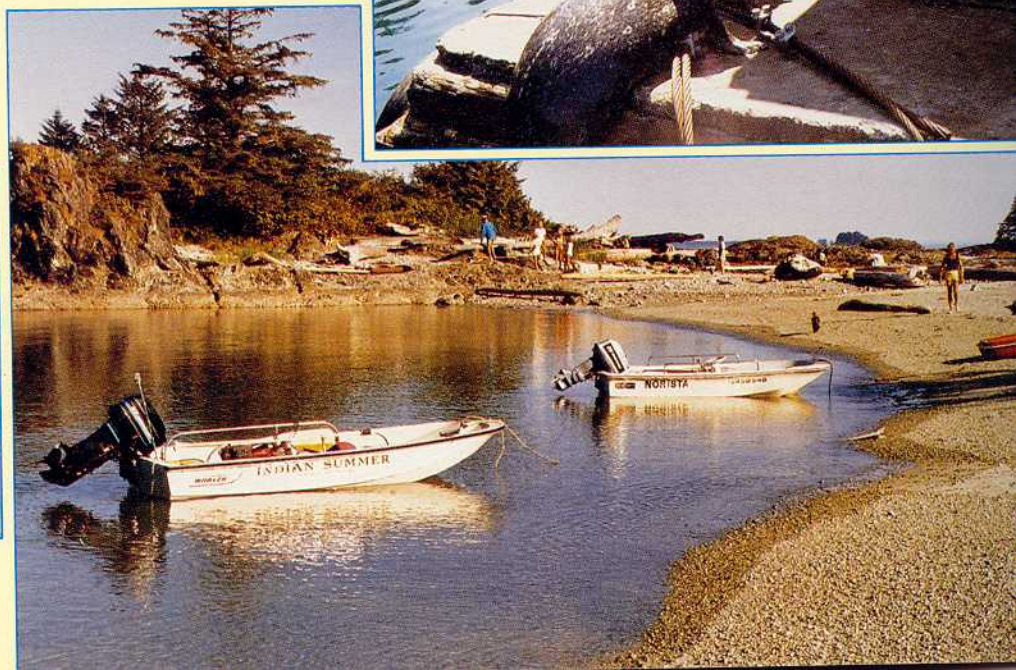
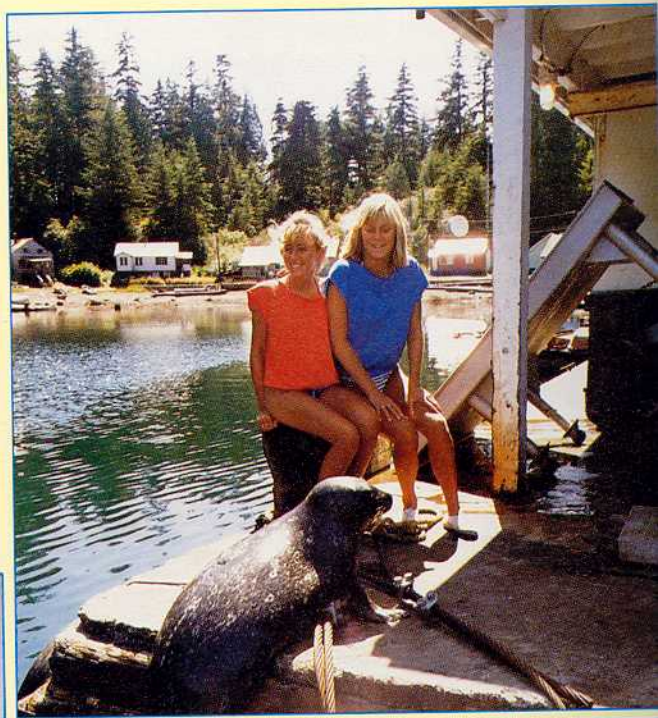
After two days and nights at the hospitable Zeballos government dock — no moorage fee was collected — more beautiful inland passage cruising took us to Queen Cove, Port Eliza, the Indian village of Kayuquot and the scenic Bunsby Islands with their tame sea otters, deer and not so tame black bears.

Before rounding Cape Cook, we spent much of the morning and early afternoon of July 24th exploring Battle Bay and surrounding islands, the site of the last Indian tribal war on Vancouver Island. Only at 1433 hours did we lift anchors in beautiful sunshine and calm seas to head about ten miles to open waters for a safe clearance of foul grounds, Solander Island and Cape Cook.

Within less than an hour, the previously calm air turned into 40 knot plus winds, causing extremely

steep seas to build rapidly. *Norista* pounded in the heavy seas for the first time ever in her more than ten years of coastal cruising and the radio direction finder lifted out of its base, crashing to the floor with some teak damage. The winds had accelerated to a steady 50 knots, gusting to 60 knots, and the waves were building to heights of over 15 feet. One freak wave hit *Norista* on her port quarter, flooded the deck with green water and washed right over the top deck. On the fly bridge were four of our teenage crew in the vests and hanging on for dear life, with 18 years old Neil masterfully handling the wheel and the throttles. It so happened that he had read "*Power Boats in Rough Seas*" the night before, and the acquired knowledge now applied sooner than expected! Our 11 ft. Dory was completely filled for a moment, then emptied with the next shuddering roll of our little ship.

Shortly after being hit by that freak wave — a little after 1730 hours, *Indian Summer* reported the loss of her Boston Whaler which had snapped a stainless steel fitting on the supporting davit. With great difficulties, the skipper managed to cut a remaining steel cable and abandoned the upside-down floating Whaler.



(Clockwise from upper left) This friendly and tame female seal named Charly was a hit with two of the GB Fleet's crew when they visited Kayuquot at the West Coast of Vancouver Island; West Coast solitude! A farewell party held for five of the departing Grand Banks. Due to lack of time, they were unable to complete the circumnavigation of Vancouver Island; Some of the younger crew members having a quieter moment together before proceeding onto the next leg of the cruise.

Heading for our next scheduled anchorage in Klaskino Sound north of Cape Cook proved impossible as the approach course would have exposed us to vicious beam seas. We consequently maintained our course, carefully playing the throttles to ease the impact of individual breaking waves on our port quarter and headed for the next day's intended destination of Winter harbor, now still 18.7 long rough miles away according to our Loran C.

At 1943 hours, we finally reached Kains Island Lighthouse at the entrance to Quatsino Sound, and even here, the seas were breaking in 30 knot plus winds. Deciding to go up the Sound for better shelter, we reached calm Julian Cove only at 2155 hours and in complete darkness. Local knowledge from previous visits helped us find the completely protected anchorage, but unfortunately none of the three GBs were able to drop their anchors. The heavy sea had pounded the anchor chains into useless balls of steel!

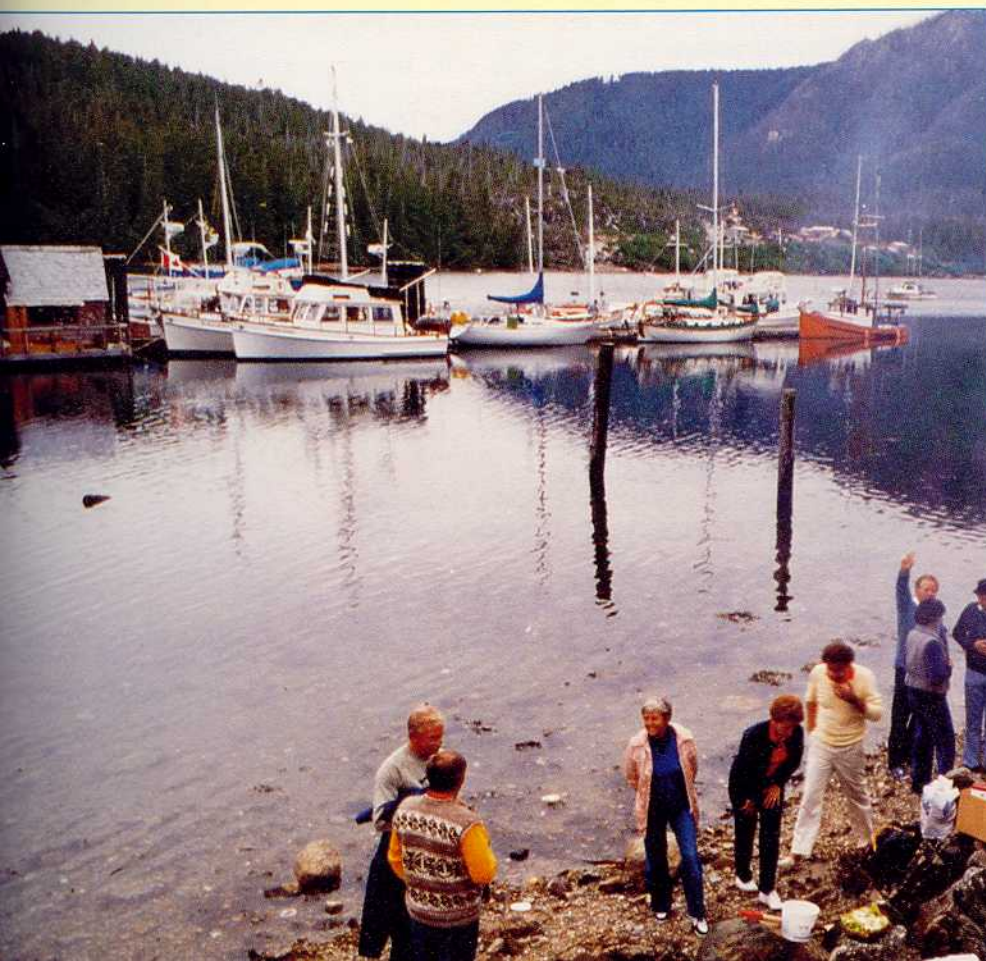
With much effort, the crew of *Indian Summer* finally managed to pry loose enough chain to provide a ground hook for the three vessels at 2235 hours. Everybody had a deserved good night's rest to gather strength for freeing the remaining anchor chains the following morning.

The winds had now abated and another beautiful sunny day saw the small GB Fleet enter Winter Harbor. Just outside Winter Harbor, we saw the first three power pleasure boats, American yachtsmen, on the entire West Coast trip. So far we had encountered only commercial fishing vessels and sailing yachts.

July 27th turned out to be another beautiful calm day, taking us around Cape Scott, the northern tip of Vancouver Island. Sea conditions permitted us to anchor in Experiment Bight for almost four hours and explore more white sandy beaches and rolling sand dunes of this former Danish settlement which has long reverted to its natural state and is now a Provincial Wilderness Park.

Reaching Bull Harbor anchorage at 1900 hours completed our exciting West Coast of Vancouver Island cruise and all of us much enjoyed the scenic water wonderland on our way home through spectacular inside passages over the remaining ten days of our holidays.

Norista's log registered 9502 nautical miles travelled when mooring again at her home port at Thunderbird Marina in Fishermen's Cove, West Vancouver, British Columbia. Except for the usual little mechanical defects, most serious of which was a shredded steering cable connecting the flying bridge's steering wheel, likely caused by the few hours of described extremely rough going, the little ship had again performed magnificently on this voyage. Likewise, the other Grand Banks encountered only relatively minor mechanical problems and all returned to home ports safely, even though one (not to be named) engaged in a hull strength comparison by colliding with a sailboat. Needless to say that the Grand Banks hull proved superior beyond doubt, and another "ragman" may have been converted by this demonstration of ultimate seaworthiness!



COMMUNIQUE

Many thanks to Mr. Livingston for the welcome to the Grand Banks fleet, and for the copies of the newsletter. My boat, *TOMCAT*, is GB42-891, not 889 as mentioned, and I request any pertinent records be corrected.

Hal Jones gave me several copies of the newsletter at the time of purchase, and I enjoyed very much reading them. Each subsequent issue will, I am sure, be received with relish.

My wife Mary and I have owned many boats over the years, and without question *TOMCAT* tops the list in all categories. The entire experience with the boat and with Hal Jones is not marred by a single unpleasant moment. Hal, now a personal friend, had her perfectly commissioned when we took delivery, and continues with advice and support when requested.

Pensacola is some 700 miles from Fort Lauderdale, affording us the opportunity to learn a lot about the boat during delivery home, the main thing being that we made the right choice! Only one day was the weather less than ideal, with winds at 22 knots nearly astern for the ride across the "Big Bend" of Florida's west coast. This stretch is quite shallow and quickly builds to a nasty chop, but the ride, dampened by the steady sail, was not at all unpleasant. Mary and I are both truly delighted with *TOMCAT*, and remain just as excited at owning her as we were the first day.

I have a question: Is there a Grand Banks service manager or similar source of technical information that is available by telephone? Hal Jones is extremely helpful, but the distance to Fort Lauderdale complicates things, and I can visualise an emergency situation at a time that Hal is delivering a Grand Banks or otherwise not available. Pensacola is not a major yachting center, and many items are not available locally. Z-Spar paint, circuit breakers, etc. are among these. It would be great if I could call a knowledgeable person for technical support and to order parts.

In closing let me reiterate our complete satisfaction with our Grand Banks 42, and to say that it is not too fanciful to assume as our theme song Mac Davis' "Oh, Lord, it's hard to be humble, when you're perfect in every

way".

Thomas M. Pace
Pensacola, Florida U.S.A.

Dear Mr. Pace:

Thank you for your letter and purchasing GB42-891 (records now corrected).

We have an office in Greenwich, CT in which Dick and Rick Loh work. Their job is sales and after sale service for the dealers. At times when circumstance dictate, they have been known to be a good source for information and parts. Dick and Rick can be reached at 203-869-9274. We would still appreciate your first contact to be your dealer Hal Jones.

Your comments about the GB are appreciated especially in reference to the Mac Davis' theme song. We wish Mrs Pace and you many years of enjoyable cruising.

Just to set the records straight —

Your issue of the American Marine News, Vol 12, No. 1, indicates on page two that the last of the wooden Europas built was owned by Mr. Jack Bookter of Seattle, Washington.

My wife, Esther and I have owned and enjoyed our Europa for over 10 years. It is hull No. 344, which, I think, gives us the honor of owning the last wooden Europa built, not Mr. Bookter. Our boat was originally sold to a Mr. Skinner and delivered to him at Coos Bay, Oregon. He owned the boat less than a year and then sold to us. We had two Grand Banks prior to this one.

It is my understanding there were seven Europas built, possibly eight, with three going to the Pacific Coast.

G.H. Stout
Laguna Hills, California U.S.A.

Dear Mr. Stout:

Thank you for your letter. We stand corrected concerning the hull number of the last Europa built. Our records from the Hong Kong plant are not what they should be due to a fire there in 1975. Our caption to the photo of Mr. Bookter's Europa was written based on information supplied by Mr. Bookter.

We are certain that the last wooden GB42 was hull number 352, with 353 being the first of the fiberglass 42's.

Thank you for taking the time to write and best wishes for the remainder of the 85 cruising season.

In reference to your American Marine News, Vol. 13 No. 3, in regard to the article on pages 10 and 11 by Robert J. Mills of Wilton, Connecticut, we are most interested in his modification of motors and would particularly like to have information on the diameter and pitch of the propellers used.

Any information you can give us would be greatly appreciated.

Karl Debrosse
Fort-au-Prince, Haiti, West Indies

Dear Mr. DeBrosse:

Thank you for your recent letter regarding the performance of GB42-832. The engines used in this boat are Caterpillar 3208 T's producing 300 HP each. The props used on this boat are 4 bladed Michigan Wheel Dyna-Quads with a 28 inch diameter and 28 inch pitch. The transmission ratio was 2.54 to 1.

While these Cat engines will provide more speed, they will also be very efficient at slower cruising speeds. At nine knots these engines will burn under eight gallons an hour between them. Fuel consumption increases as speed is increased beyond this point.

If you have additional questions feel free to contact us once again.

I own GB42-006 which I believe may be oldest 42 on the West Coast. I met the owner of GB42-008 at the Royal Vancouver Yacht Club last year. He thought he had the oldest 42 on the West Coast but I had to give him the sad news. The boats were identical and the other owner thought ten boats were built before some changes were made in the rear stateroom, lazarette and a larger main saloon arrangement.

I purchase my boat *KIWI* during December of 1980 and worked on her many months cleaning, repainting, repairing electrical and mechanical problems. The boat had a number of

owners who only kept the boat from 18-24 months. The boat was first sold in New York, trawled all up and down the East Coast and was trucked to Seattle during 1978. Two partners who owned the boat were either going to use it for charter or sell her. Nothing happened and the boat sat on Lake Union for two and a half years with little or no care. I spent two months in the engine room cleaning and painting. You would be surprised at the "treasures" I found in the bilges. The Ford Lehman engines and the Onan generator were in a sad state of repair. The starboard engine and the Onan were overhauled in Seattle and they were found to be of 1964 vintage. The boat was built in 1966. The port engine "old reliable" only received minor attention and is still running strong.

Eventually I went through all of the "above deck" electrical system and all of the mechanical accessory motors throughout the boat. I learned about dry rot, fiberglass and painting but I enjoyed the work, a labor of love.

P.S. I would like to hear from other vintage GB owners in the Northwest area.

Ken Willoughby
Tacoma, Washington U.S.A.

Dear Mr. Willoughby:

Thank you for your recent letter.

I have checked our owners list and found that our records indicate that Mr. Jim Patten of San Francisco is listed as the owner of GB 42-005. It is difficult for us to keep track of each boat as we must rely on new owners or former owners to keep us updated. The only earlier 42 we have listed is 42-002, owned by Mr. G.O. Keller of Pennsylvania.

Hopefully, the owners of other vintage GB's will contact you. I am sure all of you have similar "labor of love" stories to trade. Thank you for writing.

I am the owner of Grand Banks 32-601, **PAGE ONE**, bought new from Hal Jones and Company in 1977. Back in 1982 you were very helpful on a fuel pick up tube problem and now I have some other questions to pose:—

1. On the new Westerbeke 8.0KW

diesel generator, you will note that this unit offers an optional power-take-off. Can this unit be mounted in a GB32 over the shaft and can it be belted or chained to the shaft to run the unit as auxilliary power in case of main engine failure? If so, do you have plans or sketches for such an installation? If you do not have plans, do you have knowledge of others who have done this? Where and how?

2. Since we operate in a fairly hot and humid climate, if we installed the generator as above, we would want to add a good reverse cycle air conditioning unit to the boat — Do you have a recommendation as to make and model? Do you have plans for installation?

Thanks very much for your help in answering these questions.

G.R. Swift
Atmore, Alabama U.S.A.

Dear Mr. Swift:

Thank you for your recent letter.

Based on the dimensions of the 8.0KW Westerbeke Generator, it is possible to install this unit over the shaft.

However, you would have very little room left over in between the generator top and the saloon sole. To attach the power-take-off, you would have to:—

- a) *Dismantle the propeller shaft by first uncoupling the shaft coupling from the transmission.*
- b) *machine a key slot on the shaft and fit a sprocket.*

The disadvantage of this installation is that the stress on the shaft at the shaft log tube bearing will be maximized thus incurring heavy wear and tear on the cutless bearing. This "stress" could be countered by installing a pillow block and bearing in between the sprocket and the shaft log tube bearing. On a GB32, unless you are equipped with a lot of electrical equipment running on 110V AC, a 4.0KW generator is recommended but you will have to check and see if the power-take-off is available on this unit.

To retrofit airconditioning units on your boat, we would recommend the CabinMate Series from Marine Air Systems of Pompano Beach, Florida.

There are many units of different BTU capacities to choose from and on a GB32, we would suggest a 6000 BTU for the forward cabin installed in the hanging locker and one unit 12,000 BTU for the saloon which can be located under the corner void in the L-shaped settee. All CabinMate airconditioning units come with reverse cycle. We would be pleased to supply you with a set of installation drawings but another alternative would be to contact Marine Air Systems and have them do the complete installation. They have very extensive service points in the United States and are very familiar with Grand Banks.

Thank you for writing in. Our best wishes for another successful cruising season on "Page One".

I wonder if it is possible to get a D.C. schematic service system for my GB36 hull No. 693. The drawing that I have is different in several places from the wiring in my boat. In particular two positive wires 23A, 23C come into one side of junction 1, steering console box main junction, and terminate there. I wonder what they are for?

Last winter we cruise the Florida Keys and are now at South Seas Plantation at Captiva Island, Florida. There are several other Grand Banks there. We are pleased with the boat. After having the boat for a year, there are a few things I would like to suggest for your consideration.

1. A reading light over the port settee in the main saloon.
2. A stiff back for the cushion at the aft end of the port settee.
3. Moving the 110V AC outlet box from the forward bulkhead in the engine room to a place near the "entry" hatch aft of the refrigerator (It is very awkward to use the outlet in its present location).
4. The fresh water outlet in the engine room is also very difficult to use.
5. An in-line shut off valve for the fresh water near the fresh water pressure pump would be very useful. Unfortunately I have had some trouble with the pump and in order to shut off the fresh water I must clear the lazarette to get to the shut off valves on the water tanks. On my boat they are at the forward outside

corner of each tank. (The fresh water schematic shows them at the forward inside corner. That wouldn't be too bad, but a shut off valve near the pump would be better).

Nathan O. Niles
Annapolis, Maryland U.S.A.

Dear Mr. Niles:

Thank you for your recent letter. It's good to hear that all is well aboard AFTER-MATH.

As we make small changes in the boats it takes time to change all the drawings throughout the system. The wires you mentioned, 23A and 23C, are for electric heads. When building boats on a production line it is easier and more efficient to run these wires in every boat. Had you ordered electric heads, the power leads would have been run from the junction box you found to the heads themselves. They should have been on the drawing in the owners manual.

The five suggestions you made are all good ideas and I couldn't agree more about having a shut off valve on the supply side of the fresh water pump. I myself have scrambled back and forth from the engine room to the lazarette and it's no fun. The shut off valve should be added to future boats.

Best wishes for a great summer of cruising on the Chesapeake.

This photograph of *THE FLYING DUTCHMAN* was taken during a cruise to Kingston, Ontario. The Dutchman is a single screw GB36 hull 496. Power is provided by a John Deere Ammarine 404 diesel.

My parents purchased the boat in Mamaroneck, New York in August 1982. The trip up the Hudson River and into the canal system was very scenic. It took about six days to reach Sodus Bay after leaving Mamaroneck. The boat runs excellently and now has over 1000 hours on the engine.

We would appreciate you publish my name and address in the American Marine News. This way, we can come into contact with other GB owners on Lake Ontario and the other Great Lakes.

The boat has weathered several storms on Lake Ontario, at one point the waves had reached 15 feet during a crossing last year. The boat proved itself many times over, even after the anchor platform became submerged in a giant trough.

We look forward to hearing from other GB owners.

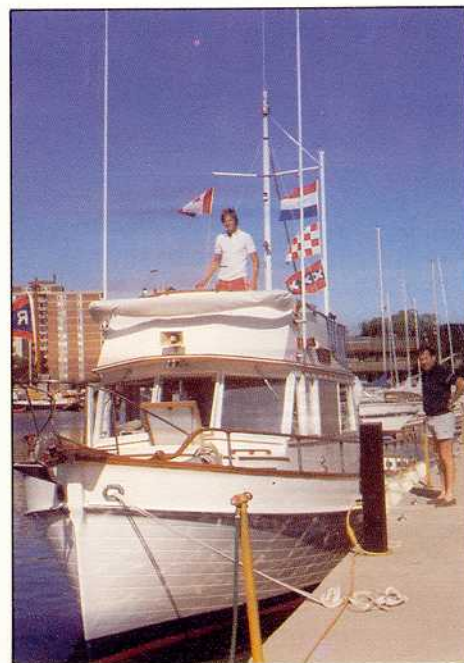
Hans Daatselaar
58, Harloff Road
Honeoye Falls,
New York 14472

Dear Mr. Daatselaar:

Thank you for your recent letter and photo of THE FLYING DUTCHMAN.

The Hudson River cruise is one that many GB owners who reside on the East Coast talk of making. I myself would someday love to make the journey in the Fall when the scenery would be at its best.

Thank you again for writing. Your address is printed so that other GB owners can get in touch with you.



GB36-496 The Flying Dutchman.

LAZARETTE

Grand Banks 42-863 Motoryacht owned by Mr & Mrs Gustafson of Delray Beach, Florida was loaned to their daughter Patrica and son-in-law John for their honeymoon trip to the Bahamas.

The trip turned out to be an exhilarating experience for the newly weds. While cruising off Chub Cay Club, John hooked and boated a 182 lb Blue Marlin. This is John's first deep-water fishing experience and a rewarding one at that. Now, with this success, who is to say that deep sea game fishing is the private reserve of stern cockpit boats?

Going along on the trip were Walter McCuiston of Hal Jones & Co., Grand Banks dealer in Fort Lauderdale from whom the yacht was purchased, Walter's friend Jane Evans and Captain John Burton of Key Largo, Florida.



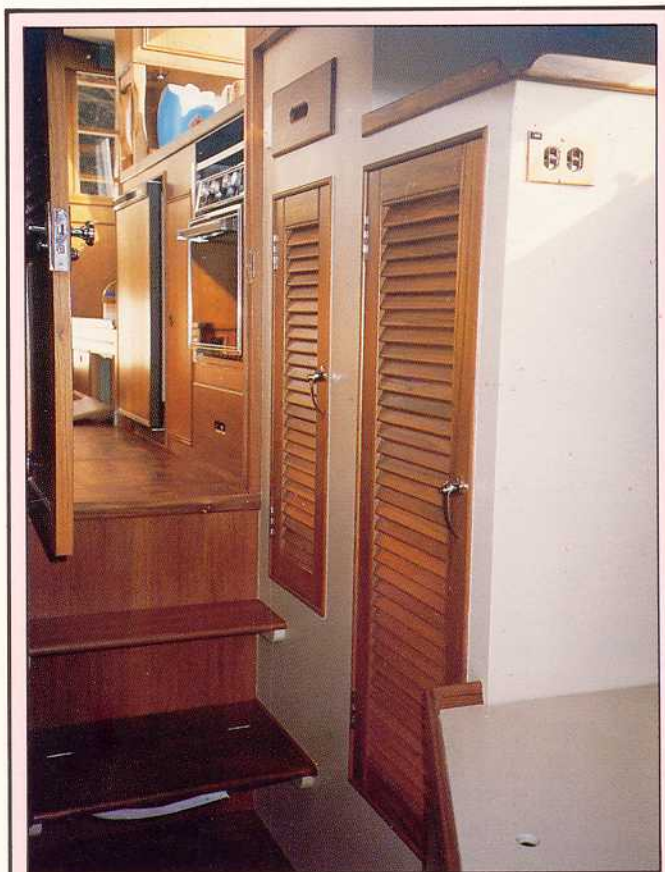
CUSTOM CORNER



Mr. Giles Gianelloni of Oxford, Maryland sent in this simple but very effective idea. On his boat GB42-870 *CAP CORSE*, two brass knobs were fitted onto the instrument panel at the lower helm station. This has permitted the panel to be easily lifted for carrying out simple repairs or calibrating of gauges.



And for GB32 boat owners, here's a solution provided by Mr. Robert C Jordan of Cohasset, Massachusetts to tackle the access problem to the very large but deep hanging locker on their GB32-703. By simply cutting in and building a door, this has given him complete access and openness to the very valuable hanging and storage space.



Ed Note: We have taken a cue from Mr. Jordan's idea and all new GB32s now come equipped with a second teak louver door.

*In the next World of Grand Banks feature —
A cruise to the Myall Lakes National Park in New South Wales, Australia.*

